

**Program A: Administrative****OBJECTIVES AND PERFORMANCE INDICATORS**

Unless otherwise indicated, all objectives are to be accomplished during or by the end of FY 2002-2003. Performance indicators are made up of two parts: name and value. The indicator name describes what is being measured. The indicator value is the numeric value or level achieved within a given measurement period. For budgeting purposes, performance indicators are shown for the prior fiscal year, the current fiscal year, and alternative funding scenarios (continuation budget level and Executive Budget recommendation level) for the ensuing fiscal year of the budget document.

The objectives and performance indicators that appear below are associated with program funding in the Base Executive Budget for FY 2002-2003. Specific information on program funding is presented in the financial section.

DEPARTMENT ID: Public Safety and Corrections  
 AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission  
 PROGRAM ID: Program A: Administrative

1. (KEY) To reduce the highway death rate on Louisiana streets, roads, and highways to 2.2 per 100 million vehicle miles traveled through June 30, 2003.

Strategic Link: This operational objective partially accomplishes Strategic Objective 1.1: *Reduce the mileage death rate on Louisiana streets, roads and highways from 2.3 to 1.6 deaths per 100 million vehicle miles traveled and reduce the injury rate from 2791 to 2000 per 100,000 licensed drivers by the end of FY 2006.*

Louisiana: Vision 2020 Link: Goal 3: *To have a standard of living among the top 10 states in America and safe, healthy communities where rich natural and cultural assets continue to make Louisiana a unique place in which to live, work, visit and do business.* Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: Rates measure reduction of risk based on exposure. Reducing fatalities and injuries with an increase in vehicle miles traveled (increase in exposure) represents a reduction in risk. The Louisiana Highway Safety Commission measures success by reducing the traveling public's risk of being killed or seriously injured in a motor vehicle crash. Increases or decreases in licensed drivers/vehicle miles traveled affect raw data. The U.S. fatality rate for 1999 was 1.6 per 100 million miles travel.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Louisiana highway death rate per 100 million vehicle miles traveled <sup>1</sup>	2.3	2.3	2.3	2.3	2.2 <sup>2</sup>	2.2
K	Number of fatal and injury crashes <sup>1</sup>	52,860 <sup>3</sup>	45,900 <sup>3</sup>	48,000	48,000	44,064 <sup>3</sup>	44,064 <sup>3</sup>
K	Traffic injury rate <sup>1</sup>	3,213	2,791 <sup>4</sup>	2,800	2,800	2,800	2,800
S	Number of traffic safety projects awarded	81	253 <sup>5</sup>	200	200	200	200

<sup>1</sup> Source: Louisiana Highway Safety Commission *Traffic Records Data Report, CY 1999*, Tables A1 and A2. Traffic crash data are compiled throughout the calendar year and reported by the end of the next calendar year. However, CY 2000 report was not yet compiled as of budget request preparation.

<sup>2</sup> The FY 2002-03 continuation level value and proposed performance standard for highway death rate reflect the agency's efforts to move closer to the national death rate per vehicle miles traveled.

<sup>3</sup> The FY 2000-01 performance standard was based upon 1997 year end totals. During the past year, the backlog of traffic records reporting has been reduced and 1999 CY data was available to report actual year -end performance for FY 2000-01. The result is a two year span between performance standard figures and actual year-end performance figures. The FY 2002-03 continuation level value and proposed performance standard for number of fatal and injury crashes reflect that LHSC anticipates continued success in the reduction of fatal and injury crashes.

<sup>4</sup> The FY 2000-01 performance standard was set using 1996 year-end totals. During the past year, the backlog of traffic records reporting has been reduced and 1999 CY data was available to report actual year-end performance for FY 2000-01. The result is a three year span between performance standard figures and actual year-end performance figures.

<sup>5</sup> Additional small contracts for safe and sober holiday enforcement were funded from incentive funds received during FY 2000-01. These had not been included in the FY 2000-01 performance standard since these funds were not available at that time.

See the General Performance Information table that follows this objective for information on highway crashes and fatalities in Louisiana.

DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

GENERAL PERFORMANCE INFORMATION: CRASHES AND FATALITIES IN LOUISIANA					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL CY 1995	PRIOR YEAR ACTUAL CY 1996	PRIOR YEAR ACTUAL CY 1997	PRIOR YEAR ACTUAL CY 1998	PRIOR YEAR ACTUAL 1999
Number of vehicle miles traveled (in millions) <sup>1</sup>	386.2	379.7	387.6	403.3	412.0
Number of fatal and injury crashes <sup>1</sup>	51,070	52,860	52,350	48,676	45,900
Number of fatal crashes <sup>1</sup>	786	806	833	807	831
Number of highway deaths <sup>1</sup>	903	901	932	926	951
Louisiana's highway death rate <sup>1, 2</sup>	2.3	2.4	2.4	2.3	2.3
National highway death rate <sup>1, 2</sup>	1.7	1.7	1.3	2.0	1.5
Louisiana's rank among states for highway death rate <sup>3</sup>	Not Available	13	9	8	4
Traffic injury rate <sup>1, 4</sup>	3,210	3,220	3,160	2,845	2,791

<sup>1</sup> Source: Louisiana Highway Safety Commission *Traffic Records Data Report, CY 1999*. Traffic crash data are compiled throughout the calendar year and reported by the end of the next calendar year. However, CY 2000 report was not yet compiled as budget request preparation.

<sup>2</sup> Highway death rate is the number of fatalities per 100 million vehicle miles traveled.

<sup>3</sup> Increases in vehicle miles traveled in other states caused those states to have a better ranking than Louisiana.

<sup>4</sup> Traffic injury rate is the number of injuries per 100,000 licensed drivers.

DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

## 2. (KEY) To reduce the percentage of Louisiana alcohol involved traffic crashes to 7% and reduce alcohol involved fatalities to 45% by June 30, 2003.

Strategic Link: This operational objective partially accomplishes Strategic Objective I.4: *Reduce the percentage of alcohol involved traffic crashes and fatalities in Louisiana to 7% and 38% respectively by the end of FY 2006.*

Louisiana: Vision 2020 Link: Goal 3: *To have a standard of living among the top 10 states in America and safe, healthy communities where rich natural and cultural assets continue to make Louisiana a unique place in which to live, work, visit and do business.* Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: Alcohol is the primary contributing factor in traffic crashes throughout the country, representing 40% of total traffic fatalities for 2000. In Louisiana, alcohol-related fatalities were 46.1% of all traffic fatalities. In 2000, the blood alcohol concentration (BAC) for drivers tested in fatal crashes in Louisiana was above the legal limit (.10) in 38% of the cases. Impaired driving programs will continue to be implemented by state and local government and non-profit organizations. Youth activities such as special enforcement efforts, Team Spirit and Project Graduation programs in local communities and networking activities with agencies such as Alcohol and Tobacco Control, Attorney General and the Department of Education will be supported.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Percentage of fatal and injury traffic crashes with alcohol involved <sup>1, 2</sup>	33%	10% <sup>3</sup>	7%	7%	7%	7%
K	Percentage of traffic fatalities with alcohol involved <sup>1</sup>	35%	46% <sup>4</sup>	45%	45%	45%	45%
K	Alcohol involved fatal and injury crash rate per 100,000 licensed drivers <sup>1</sup>	230 <sup>5</sup>	145 <sup>5</sup>	200	200	145 <sup>5</sup>	145
S	Number of projects with a DWI component	200	197 <sup>6</sup>	150	150	150	150

<sup>1</sup> Source: Louisiana Highway Safety Commission *Traffic Records Data Report, CY 1999*, Tables A1 and A2. Traffic crash data are compiled throughout the calendar year and reported by the end of the next calendar year. However, CY 2000 report was not yet compiled as of budget request preparation.

<sup>2</sup> This indicator was formerly reported as "Percentage of traffic crashes with alcohol involved." The name of this performance indicator was changed for purposes of clarity since "property damage only" crashes are not included in this rate.

<sup>3</sup> Although the performance standard in LaPas was 33%, the agency indicates the performance standard should have been set at 8%. The FY 2001-2002 performance standard and continuation level value have been set at a lower level.

<sup>4</sup> This performance standard was set at the goal for this objective and has been adjusted to reflect yearly incremental improvements in this indicator.

<sup>5</sup> The FY 2000-2001 performance standard measured the rate incorrectly and the agency adjusted its yearend (fourth quarter) target to 209. The continuation budget level has been changed to reflect the current crash rate. LHSC funded flightily less than the number projected. Participation by law enforcement agencies varies due to other factors.

<sup>6</sup> The LHSC funded slightly fewer projects than the number projected. Participation by law enforcement agencies varies due to other factors.

DEPARTMENT ID: Public Safety and Corrections  
 AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission  
 PROGRAM ID: Program A: Administrative

GENERAL PERFORMANCE INFORMATION: ALCOHOL-RELATED TRAFFIC CRASHES AND FATALITIES IN LOUISIANA					
PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
	PRIOR YEAR ACTUAL CY 1995	PRIOR YEAR ACTUAL CY 1996	PRIOR YEAR ACTUAL CY 1997	PRIOR YEAR ACTUAL CY 1998	PRIOR YEAR ACTUAL CY 1999
Percentage of traffic crashes with alcohol involved <sup>1</sup>	8.9%	7.9%	8.0%	7.0%	7.0%
Percentage of traffic fatalities with alcohol involved <sup>1</sup>	46.1%	35.0%	25.8%	46.0%	46.0%
Alcohol-involved fatal and injury crash rate per 100,000 licensed drivers <sup>1</sup>	259	237	232	209	145

<sup>1</sup> Source: Louisiana Highway Safety Commission *Traffic Records Data Report, CY 1999*. Traffic crash data are compiled throughout the calendar year and reported by the end of the next calendar year. However, CY 2000 report was not yet compiled as budget request preparation.

DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

## 3. (KEY) To reduce rail grade crossing traffic crashes by 5% from the total at December 30, 2001.

Strategic Link: This operational objective partially accomplishes Strategic Goal I Objective 11 *To reduce rail grade crossing fatal and injury crashes from 188 to no more than 140 by the end of FY 2006.*

Louisiana: Vision 2020 Link: Goal 3: *To have a standard of living among the top 10 states in America and safe, healthy communities where rich natural and cultural assets continue to make Louisiana a unique place in which to live work, visit and do business.* Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Number of rail grade crossing crashes <sup>1</sup>	192	164 <sup>2</sup>	183	183	154 <sup>2</sup>	154
K	Number of fatalities resulting from rail grade crossing crashes	25	15 <sup>4</sup>	25	25	12 <sup>4</sup>	12
S	Number of projects with a railroad safety component funded	1	2 <sup>5</sup>	1	1	1	1

<sup>1</sup> Source: Federal Railroad Administration, Office of Safety Analysis, 1999.

<sup>2</sup> This number was underreported in *Louisiana Traffic Records Data Report, 1999*, which was used as a source for the LAPAS fourth quarter report showing 94 as the yearend actual. Federal railroad administration figures show 164 rail grade crossing crashes for Calendar Year 1999. The continuation figure has been adjusted to indicate that LHSC public information and enforcement efforts will try to further reduce the number of rail grade crossing crashes.

<sup>4</sup> The number of fatalities dropped significantly from prior years. The continuation level has been reduced, consistent with the improvement in the number of rail grade crossing fatalities.

<sup>5</sup> The LHSC funded a small paid media project in addition to the Operation Lifesaver Project.

Note: This objective targets a reduction in rail grade crossing traffic crashes by 5% from the total at December 30, 2001. Unfortunately, it is unclear what the number of rail grade crossing traffic crashes at December 30, 2001, was. The percentage difference between the value shown for "Number of rail grade crossing crashes" for FY 2000-2001 and the proposed performance standard is 6.1%; the difference between the FY 2001-2002 performance standard and the proposed performance standard is 15.8%.

DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

GENERAL PERFORMANCE INFORMATION: RAIL GRADE CROSSING CRASHES AND FATALITIES IN LOUISIANA					
	PERFORMANCE INDICATOR VALUES				
PERFORMANCE INDICATOR NAME	PRIOR YEAR ACTUAL CY 1995	PRIOR YEAR ACTUAL CY 1996	PRIOR YEAR ACTUAL CY 1997	PRIOR YEAR ACTUAL CY 1998	PRIOR YEAR ACTUAL CY 1999
Number of rail grade crossing crashes	228	203	203	188	164 <sup>1</sup>
Number of fatalities from rail grade crossing crashes	31	30	30	25	16
Louisiana's rank among states for rail grade crossing crash fatalities	3	3	3	3	5

<sup>1</sup> This number was underreported in Louisiana Traffic Records Data Report, 1999, which was used as a source for the LAPAS fourth quarter report showing a yearend figure of 94 . Federal railroad administration figures show 164 rail grade crossing crashes for CY 1999. The continuation figure has been adjusted to indicate that LHSC public information and enforcement efforts will try to further reduce the number of rail grade crossing crashes.

DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

## 4. (KEY) To increase safety belt usage to 72% for vehicle occupants age 5 and above and child restraint usage to 86%.

Strategic Link: This operational objective partially accomplishes Strategic Goal 1 Objective 5: *To increase overall safety belt usage from 68% to 87% and increase child safety restraint usage for vehicle occupants age 5 and under statewide from 83% to 87% by June 30, 2006.*

Louisiana: Vision 2020 Link: Goal 3: *To have a standard of living among the top 10 states in America and safe, healthy communities where rich natural and cultural assets continue to make Louisiana a unique place in which to live work, visit and do business.* Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: In 2000, at a national level, 75% of passenger car occupants in fatal crashes who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejection: only 1% of the occupants reported to have been using restraints were totally ejected compared with 22% of the unrestrained occupants. In Louisiana, 59% of drivers and 53% of passengers killed in car crashes were not wearing safety belts. Public information and education and law enforcement training programs have the potential for reducing these statistics.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
K	Percentage of safety belt usage statewide by vehicle occupants age 5 and above <sup>1</sup>	72%	68.2%	72%	72%	72%	72%
K	Percentage of child restraint usage statewide <sup>2</sup>	86%	85% <sup>3</sup>	86%	86%	86%	86%
S	Number of grants with occupant protection component awarded	100	198 <sup>4</sup>	100	100	100	100

<sup>1</sup> As reported in the Statewide Occupant Protection Survey 2000.

<sup>2</sup> As reported in the Statewide Occupant Protection Survey 2000. Child restraint usage has not yet been completed for CY 2000.

<sup>3</sup> The LHSC will continue to seek ways to increase the percentage of child restraint usage statewide. LHSC is sponsoring a committee to seek innovative methods of addressing this problem.

<sup>4</sup> Special innovative funds allowed the agency to fund additional enforcement contracts for this program area.



DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

GENERAL PERFORMANCE INFORMATION: SAFETY RESTRAINT AND MOTORCYCLE HELMET USE RATES							
PERFORMANCE INDICATOR	SURVEY 1988	SURVEY 1989	SURVEY 1990	SURVEY 1991	SURVEY 1992	SURVEY 1993	SURVEY 1994
Safety belts	36%	41%	43%	42%	50%	48%	50%
Child restraints	37%	44%	40%	43%	64%	50%	45%
Helmet use <sup>1</sup>	Not available <sup>2</sup>	Not available <sup>2</sup>	Not available <sup>2</sup>	Not available <sup>2</sup>	94%	98%	98%
PERFORMANCE INDICATOR	SURVEY 1995	SURVEY 1996	SURVEY 1997	SURVEY 1998	SURVEY 1999	SURVEY 2000	SURVEY 2001
Safety belts	50%	63%	67%	67%	67%	68%	68%
Child restraints	63%	82%	82%	82%	82%	87%	85%
Helmet use <sup>1</sup>	100%	100%	100%	100%	100%	42%	52%

<sup>1</sup> The Louisiana Highway Safety Commission is monitoring the effect on this rate of 1999 legislation making the use of motorcycle helmets not mandatory.

<sup>2</sup> Helmet use was not tracked during these years.

DEPARTMENT ID: Public Safety and Corrections

AGENCY ID: 08-425 Public Safety Services - Highway Safety Commission

PROGRAM ID: Program A: Administrative

5. (SUPPORTING) To reduce the number of traffic crashes and fatalities among pedestrians, motorcycle riders, bicyclists and buses by 1% of the FY 2000-2001 actual yearend performance level for each by June 30, 2003.

Strategic Link: This operational objective partially accomplishes Strategic Goal I Objective 8: *To reduce Louisiana national ranking for pedestrian death from 8th in the U.S. to 10th by June 2006.* Objective 10: *To reduce the percentage of motorcycle fatalities from 4% (951/42) in 1999 to 3% by the end of FY 2006.* Objective 9: *To reduce the percentage of pedicycle fatalities from 3% (951/28) in 1999 to 1% by the end of FY 2006.*

Louisiana: Vision 2020 Link: Goal 3: *To have a standard of living among the top 10 states in America and safe, healthy communities where rich natural and cultural asses continue to make Louisiana a unique place in which to live work, visit and do business .* Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not Applicable

Other Link(s): Not Applicable

Explanatory Note: Nationally: Per vehicle mile traveled, motorcyclists are about 15 times as likely as passenger car occupants to die in motor vehicle traffic crashes. Pedestrians represent 2% of all the people injured in traffic crashes and 13% of all traffic fatalities. Pedal cyclists made up nearly 2% of all traffic fatalities and 1.6% of all the people injured in traffic crashes during 1999. More than one-fourth of the pedal cyclists killed in 1999 were between 5 and 15 years old. Nationally, an average of 21 school-age children die in school bus-related traffic crashes each year.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 2000-2001	ACTUAL YEAREND PERFORMANCE FY 2000-2001	ACT 12 PERFORMANCE STANDARD FY 2001-2002	EXISTING PERFORMANCE STANDARD FY 2001-2002	AT CONTINUATION BUDGET LEVEL FY 2002-2003	AT RECOMMENDED BUDGET LEVEL FY 2002-2003
S	Number of pedestrian fatalities	133	99 <sup>1</sup>	115	115	98	98
S	Pedestrian death rate per 100,000 population	2.6	2.6 <sup>1</sup>	2.6	2.6	2.6	2.6
S	Number of motorcycle fatalities	19	42 <sup>2</sup>	33	33	51	51
S	Number of motorcycle crashes	713	886 <sup>2</sup>	880	880	880	880
S	Number of school bus crashes	136	173 <sup>1,3</sup>	115	115	161	161
S	Number of bicycle-involved crashes	1,344	919 <sup>1</sup>	981	981	910	910
S	Number of projects with pedal cyclists, pedestrian, school bus, or motorcycle component	3	3	3	3	3	3

<sup>1</sup> The FY 2000-2001 performance standard was based upon 1997 yearend totals. During the past year, the backlog of traffic records reporting has been reduced and 1999 calendar year (CY) data were available to report actual yearend performance for FY 2000-2001. The result is a two-year span between performance standard figures and actual yearend performance figures.

<sup>2</sup> Source: The LHSC manual count of the number of motor cycle fatalities for current year 2001 is 53. The actual number for FY 2001 LAPAS reporting was from Louisiana Traffic Records Data Report for 1999.

<sup>3</sup> At the time of reporting the actual yearend number of all bus crashes was entered; the total of school bus only was not available. The *Louisiana Traffic Records Data Report* (web site) shows the number of school bus crashes to be 163 for CY 2000.